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the winds, are unsatisfactory, because of the faint outline of the continents. This defect seriously interferes with the possibilities of inductive work. Quite in contrast are the excellent plates on page 52 showing atmospheric pressure and winds with accompanying storm areas, in the United States, for two consecutive dates.

The Second Part of the book, on the comparative geography of the continents, begins with North America. Existing conditions are discussed in their geographical significance, according to the author's plan in Part I. But this section seems to lack the dignity and terseness so manifest in the preceding chapters. The human element is not sufficiently emphasized. Notwithstanding this limitation, Part II has value, for the text is so profusely illustrated with well-chosen subjects that intensive work may be accomplished with the pictures, exclusive of the text. Scales illustrating the rank of countries, in commerce and important crops, occur at frequent intervals. The reference tables at the end of the book include some of the great trade routes and a list of important commercial countries, with their leading productions, exports, and imports. Such statistics, in the hands of an able teacher, will furnish the basis for geography lessons that will give the pupils a broader understanding than can be obtained from a mere description.

The book includes a large number of maps, physical, political, and commercial. Of these the first show the highest degree of excellence. The colour scheme is satisfactory and the names are in clear type. These maps are exceptional in certain respects. The clever device used to show the drainage divide and the marking of the climatic zones by their special isotherms afford an opportunity for deductive work that is not attainable in the usual physical map. The legend has a unique plan for explaining the colour scheme of ocean depths and land elevations.

Many of the political maps are clear and the names are printed in plain type. Of these the map of the United States is a good example. The same cannot be said of certain sectional maps. Those of the Mississippi Basin might be of more use if fewer names were printed and a larger type used. The multitude of dots, for towns and villages, and the fine print do not seem to have been dictated by geographical considerations.

Railroad routes are scantily indicated on commercial maps only, and those maps are so crowded with names that successful teaching is impossible.

Such defects in this otherwise excellent book prove the impossibility of arranging a text-book and an atlas in the same volume.

The book has a complete index and the suggestions for collateral reading, at the end, show care in selection. Pages are often specified in the books mentioned, and the references are classified according to the various chapters in this book.

With its wealth of pictures and an individual plan, this book has a high rank as a text-book of geography.

M. E. K.

Adelphi Academy.

The Countries of the King's Award. By Col. Sir Thomas H. Holdich. xv and 420 pp., 93 reproductions from photographs and a map. Hurst & Blackett, London, 1904.

Sir Thomas Holdich's visit to Argentina and Chile as a member of the Tribunal of Arbitration in the boundary dispute was not a long one, but he had exceptional opportunities to see a large extent of both countries, and his trained geographic instinct gives special value to his comments on what he saw. He describes the Andean region through which the boundary passes, most of which was practically unknown until revealed by the survey. This is the first detailed account of the

region, and it is of much geographic interest. The Commission's examination included 800 miles of linear geography in one of the roughest regions in the world. Sir Thomas thinks that the prospects of both countries are bright. He says:

Both countries possess a climate in which strong men are reared; . . . and that, equally, the two States may share the advantages of the constant intercourse with Europe which will be gained by the future existence across them of one of the main commercial ways of the world. Trans-Andine railways will, ere long, develop to a Trans-Patagonian route to Australia from Europe and the establishment of important commercial centres at other points than Buenos Aires and Santiago . . . But Chile and Argentina want immigrants, but immigrants of the right sort . . . who come to stay, and who will, in the magnificent climate of those southern lands, people the country with a race physically powerful and intellectually keen. And they want decentralization—less crowding in the capitals and a more scattered population in provincial centres and country towns. All this can only result from wider extension of means of communication and the wider spread of those necessities of civilization which make a wilderness habitable.

Sir Thomas gives many interesting facts relative to the people and industries of Argentina and Chile, the physical aspects of both countries, their railroads and traffic, and the colonies in Patagonia and the Andes. A chapter is given to Tierra del Fuego and its natives, another to southern Patagonia, and others to Buenos Aires and Santiago. The work is a fine specimen of book-making and is beautifully illustrated, most of the pictures being typical views of the southern part of South America.

England und die Engländer. Von Dr. Carl Peters. Second unaltered edition. vii and 284 pp., and an index. C. A. Schwetschke & Son, Berlin, 1905. (Price, m. 6.)

Dr. Peters says that his views of England and its people are based upon his own observations and experiences among all classes of society during more than ten years. He adds that, as he has endeavoured to treat many aspects of a great nation, it is impossible that he should not at times have fallen into error, in which opinion the English heartily agree with him, as they are by no means ready to accept Dr. Peters's dictum as to the nature and bent of their national genius and their present position in the world. He has not a few kindly words for the English and their institutions, but, on the whole, they are, he thinks, in a state of intellectual decadence; they are immoral, and are being outstripped by other nations in industry and commerce. At the same time, the author pays due tribute to the qualities that made the English the builders of a mighty empire. Dr. Peters invests his descriptions of London, Parliament, politics and the press, education, social life, and other topics with an interest that never flags, and he seasons the whole with a sprinkling of cynicism and a somewhat caustic humour. To say the least, the book is very readable.

Die Lüneburger Heide. Von Dr. Richard Linde. 149 pp., 111 photographic illustrations, a map in colours, and index. Velhagen & Klasing, Bielefeld und Leipzig, 1904.

The book fully sustains the reputation which the earlier volumes have given to the excellent "Land und Leute" series—and this without having the advantage of fine and inspiring landscapes to heighten the charm of the many illustrations, for the Heath of Lüneburg, to the east of the Plain of Hanover, is one of the least picturesque parts of Germany, although flowers, clumps of trees, ravines and a boundless horizon give the low plain more attractions than some visitors have accorded to it. The numerous photographs show that even this sterile tract has its peculiar charm, and the glimpses they give of the humble life of the peasants, of the flocks of sheep that hold undisputed possession and adorn many of the landscapes, of the forests of birch, oak and beech that grow luxuriantly in the bottom lands, and of the agricul-